

**AMENDMENTS TO THE CLAIMS**

**This listing of claims will replace all prior versions and listings of claims in the application:**

**LISTING OF CLAIMS:**

1. (Withdrawn) A pneumatic tire in which a plurality of blocks demarcated by circumferential grooves extending in a circumferential direction of the tire and grooves intersecting the circumferential grooves, are provided on a tread,

wherein at least a portion of a block edge is chamfered from the side of a block center to a groove wall surface of each of the blocks;

a heightwise cross sectional form of a chamfer portion perpendicular to the groove wall surface is formed by a combination of a plurality of chamfer forms;

an angle formed by a tangential line of the chamfer portion with respect to a horizontal extension line of the surface of the block center in a heightwise cross section perpendicular to the groove wall surface increases from the side of the block center to the side of the block end; and

a heightwise cross sectional form of the chamfer portion is provided such that the side of the central portion of the block thereof is formed as a straight line portion and the side of the block end thereof is formed by at least one curved line portion having a fixed curvature.

2. (Canceled).

3. (Withdrawn) A pneumatic tire according to claim 1, wherein the cross sectional form of the chamfer portion is comprised of two curved line portions having different curvatures.

4. (Withdrawn) A pneumatic tire according to claim 1, wherein when in the heightwise cross section perpendicular to the groove wall surface, a length of the chamfer portion measured along a horizontal extension line of the surface of the block central portion is represented by  $L_i$  and a likewise measured length of the block is represented by  $L_o$ , the ratio  $L_i/L_o$  is in the range from 0.02 to 0.3.

5. (Withdrawn) A pneumatic tire according to claim 1, wherein a distance, measured along a radial direction of the tire, between the horizontal extension line of the surface of the block central portion and an intersection point of the chamfer portion and the groove wall surface is in the range from 0.10 to 2.50 mm.

6. (Withdrawn) A pneumatic tire according to claim 1, wherein when a heightwise distance between a groove bottom of the block and the intersection point of the chamfer portion and the groove wall surface is represented by  $H_1$  and the maximum height of the block is represented by  $H_0$ , the ratio  $H_1/H_0$  is greater than or equal to 0.75 and less than 1.0.

7. (Withdrawn) A pneumatic tire according to claim 1, wherein the cross sectional form of the chamfer portion changes at a peripheral edge of the block for each portion of the block.

8. (Currently Amended) A pneumatic tire comprising a tread including a plurality of blocks demarcated by circumferential grooves extending in a circumferential direction of the tire and grooves intersecting the circumferential grooves,

wherein a peripheral protuberant portion is formed on a tread surface of each block in the vicinity of an end edge thereof so that the height of the block gradually and continuously decreases from a top of the peripheral protuberant portion to ~~the block end edge~~ a groove wall surface of the block and from the top of the peripheral protuberant portion to a maximum depth portion in a central region of the block, and

wherein ~~at least a portion of a block edge~~ said peripheral protuberant portion extending from the top of the peripheral protuberant portion to the groove wall surface is chamfered ~~from the side of a block center to a groove wall surface of each of the blocks~~, and an angle formed by a tangential line of the chamfer portion with respect to a horizontal extension line of the surface of the ~~block center~~ top of the peripheral protuberant portion in a heightwise cross section perpendicular to the groove wall surface increases from the ~~side of the block center~~ top of the peripheral protuberant portion to the ~~side of the block end~~ groove wall surface;

wherein the peripheral protuberant portion is disposed in vicinities of the end edges on at least one side of the block in a transverse direction of the tire; and

a dimension HH1 measured along a radial direction of the tire, between an intersection point of a groove wall surface of the block and the peripheral protuberant portion, and a height position of the top of the peripheral protuberant portion is greater than 0.5 mm and less than or equal to 2.5 mm.

9. (Currently Amended) A pneumatic tire according to claim 8, wherein the peripheral protuberant portion is formed in ~~at least~~ both end edges of the block in the ~~cross section of the block taken along the heightwise-transverse~~ direction of the tire.

10. (Canceled).

11. (Canceled).

12. (Canceled).

13. (Previously Presented) A pneumatic tire according to claim 8, wherein a dimension HH2 measured along the radial direction of the tire, between the maximum depth portion in the central region of the block and the height position of the top of the peripheral protuberant portion is in the range from 0.1 to 2.5 mm.

14. (Currently Amended) A pneumatic tire according to claim 8, wherein the ratio between ~~[[a]]~~ the dimension HH1 ~~measured along a radial direction of the tire, between an intersection point of the groove wall surface of the block and the peripheral protuberant portion, and a height position of the top of the peripheral protuberant portion,~~ and a dimension HH2 measured along the radial direction of the tire, between the maximum depth portion in the central region of the block and the height position of the top of the peripheral protuberant portion, that is,  $HH2/HH1$ , is 1.5 or less.

15. (Previously Presented) A pneumatic tire according to claim 8, wherein a dimension LL1 measured in a direction of the tread surface, between the intersection point of the groove wall surface of the block and the peripheral protuberant portion, and the top of the peripheral protuberant portion is 10.0 mm or less.

16. (Previously Presented) A pneumatic tire according to claim 8, wherein the ratio between a dimension LL1 measured in a direction along the tread surface, between the intersection point of the groove wall surface of the block and the peripheral protuberant portion, and the top of the peripheral protuberant portion, and a dimension LL2 measured in the direction along the tread from the top of the peripheral protuberant portion to the maximum depth portion in the central region of the block, that is,  $LL1/LL2$  is 2.0 or less.

17. (Currently Amended) A pneumatic tire according to claim 8, wherein the ratio between ~~[[a]]~~ the dimension HH1 ~~measured along a radial direction of the tire, between an intersection point of the groove wall surface of the block and the peripheral protuberant portion, and a height position of the top of the peripheral protuberant portion,~~ and a dimension LL1 measured in a direction along the tread surface, between the intersection point of the groove wall surface of the block and the peripheral protuberant portion, and the top of the peripheral protuberant portion, that is, HH1/LL1 is 1.0 or less.

18. (Previously Presented) A pneumatic tire according to claim 8, wherein the ratio between a dimension HH2 measured along the radial direction of the tire, between the maximum depth portion in the central region of the block and the height position of the top of the peripheral protuberant portion, and a dimension LL2 measured in the direction along the tread from the top of the peripheral protuberant portion to the maximum depth portion in the central region of the block, that is, HH2/LL2 is 1.0 or less.

19. (Previously Presented) A pneumatic tire according to claim 8, wherein the ratio between the maximum height H0 and the minimum height T1 of the block, that is, T1/H0 is set in the range of  $0.75 \leq T1/H0 < 1.0$ .

20. (Previously Presented) A pneumatic tire according to claim 8, wherein the peripheral protuberant portion is formed along an entire periphery of the end edge of the block.

AMENDMENT UNDER 37 C.F.R. § 1.111  
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**21. (Canceled)**

22. (Previously Presented) A pneumatic tire according to claim 8, wherein said angle increases smoothly toward the side of the block end.